Table 6.21. Special Markings Summary.

Factor	Level	Manual	Vendor Observed/Classified									
			Geo-3D		Navteq		Pathway		Roadware		Yotta	
		# Obs.	#	%	#	%	#	%	#	%	#	%
# of Special Markings	Total	140	140	100%	140	100%	0	100%	137	98%	137	98%
Special Marking Description[a]	Left Arrow	45	139	99%	135	96%	0	n/a	121	88%	112	82%
	Thru Arrow	54										
	Right Arrow	29										
	Thru + Right Arrow	6										
	Only Text	6										

[a] Percent of observed/classified is based on the total number of special markings matched for the vendor.
n/a: Not applicable, defined by no special markings being denoted in this classification field.

6.4.18. Vertical Curves

Vertical curves are designed to provide safe traversal of roadways at posted speeds. Vendors were asked to provide, for every vertical curve, the starting point, the ending point, and the length.

Table 6.22 summarizes the data from manual and vendor data collection methods. As an example, the statistics for Navteq were calculated in the following manner:

- Of the 12 **Vertical Curve** segments manually collected, Navteq correctly identified 12, for 100% accuracy.
- Of the 12 total curve segments matched by Navteq,
  - the **Average Length** was 147 feet or 19% different from the manual data.

Table 6.22. Vertical Curve Summary.

Factor	Level	Manual	Vendor Observed/Classified					
			Navteq		Pathway		Roadware	
		# Obs.	#	%	#	%	#	%
# of Vertical Curves	Total	12	12	100%	7	58%	12	100%
Average Length Difference[a]	Average	12	147	19%	1381	177%	285	40%

[a] Average of vertical curve length difference in feet and percent between manual observation and vendor data

6.5. SUMMARY OF FINDINGS

Collection of asset data is critical to highway agencies for making key decisions and utilizing available manpower efficiently. Mobile collection of asset data is particularly attractive because manual data collection is cumbersome and inefficient; the staff time it consumes is needed for other projects. Mobile methods for data collection are also of interest to agencies because they